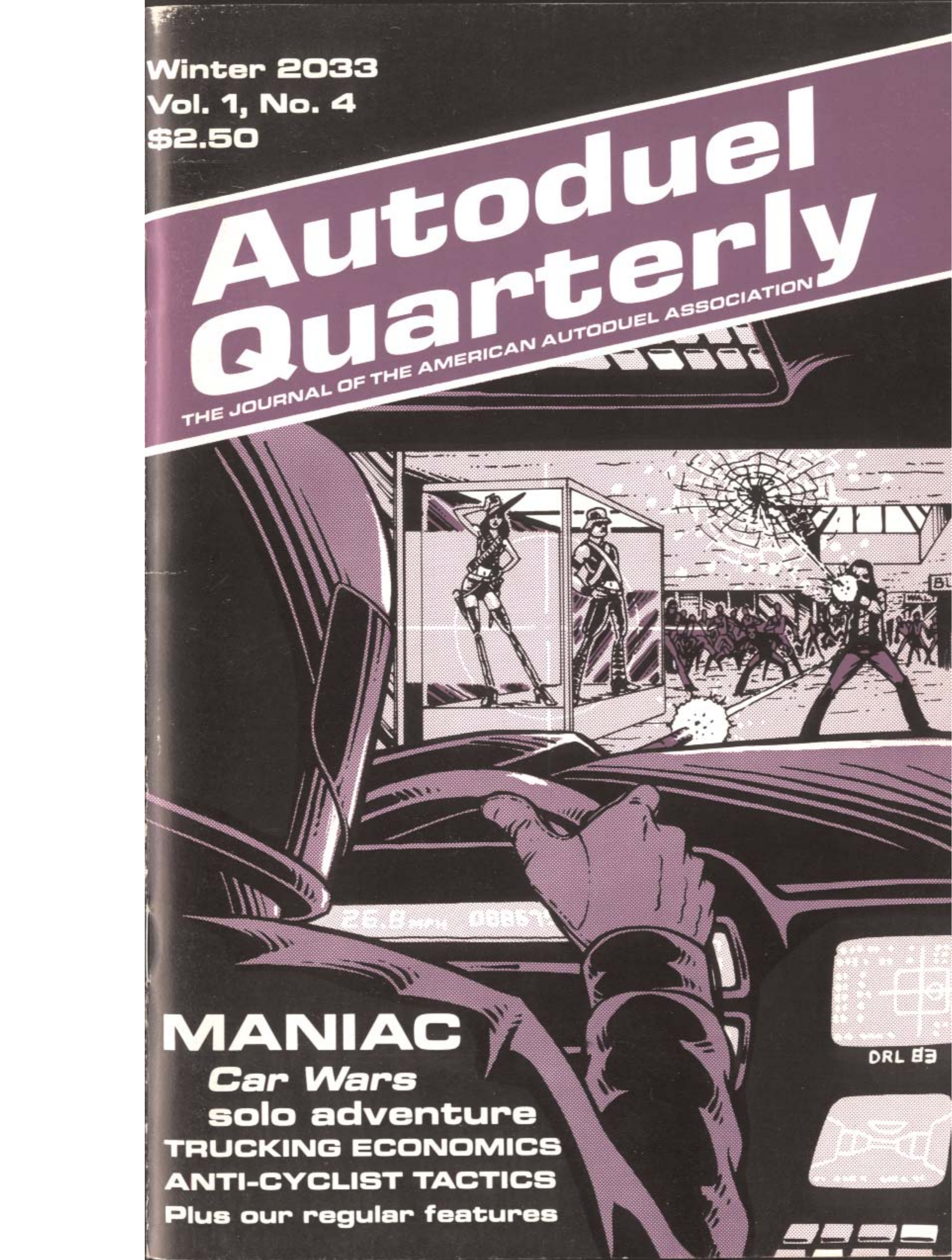


Winter 2033
Vol. 1, No. 4
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Autoduel Quarterly
THE JOURNAL OF THE AMERICAN AUTODUEL ASSOCIATION
MANIAC
Car Wars
solo adventure
TRUCKING ECONOMICS
ANTI-CYCLIST TACTICS
Plus our regular features
DRL 83

Vol. 1, No. 4

Autoduel Quarterly



Art in this issue:
C. Mara Lee: 10, 15, 20, 31. *Denis Loubet:* Front cover, 12, 16, 19, 25. *Pat Mueller:* Back cover. *Kim Strombo:* 5, 23, 36, 37. *Gerald Swick:* 3. *Speed Webber:* 6, 26, 35, 39.

Designs in this issue:
Jon Littell: 5. *Scot Cook:* 37 (Six Shooter), 37 (Oil Jet). *Garrett L. Ide:* 36 (Battery). *Jim Gould:* 36 (Sidecar).

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ADVERTISERS

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Everyone loves to be loved, and it certainly is gratifying to know that so many of you duellists love *Autoduel Quarterly*. Issue No. 2 is now sold out, despite the fact that we printed twice as many as we initially printed of No. 1. We're nearly out of the second printing of No. 1 as well. We'll probably reprint both of them sometime in the not-too-distant future, but exactly when depends on a number of factors we can't predict. We printed even more of No. 3, but how long they'll last is anybody's guess . . .

Issue No. 4 marks the end of our first year, and the end of a number of readers' one-year subscriptions. We appreciate the support you gave ***Car Wars*** by subscribing to *ADQ* even before the first issue came out; we hope the magazine has been everything you hoped it would be (and if it indeed has, we hope to see lots of re-subscriptions soon . . .).

We also appreciate all the responses we received to the "Mini-Feedback" in issue No. 2. The results are printed elsewhere in this issue. The one-year subscription we promised to a random responder has an interesting twist that you don't want to miss, either.

But the real question most of you have now is, "I've told you what I want. Am I going to get it?" Plans are already underway to produce the top three or four vote-getters, and we hope to have them out sometime soon. The complete "North American Road Atlas and Survival Guide," however, will understandably take a little longer.

Which brings me to my next subject: contributions. We are not lacking good, *short* ideas (new products, new vehicles, etc.) – though we could always use more. What we really need are longer articles: scenarios, strategy hints, and variants, in the 3000-plus word range. We'll even pay for them. We need your contributions to keep *ADQ* going.

While we're on the subject of contributions, I thought I'd share with you the work of a couple of local fans, Jerry Self and Mike Maloney. The diorama has some minor flaws (the turreted laser on the top of the Lamborghini has no armor and the hand laser the gunner is brandishing doesn't exist in the ***Car Wars*** universe . . . not yet, anyway), but it captures the feel of the game quite well and is just plain good-looking to boot. Thanks, guys.

There are a couple more people I wish I could thank, but I can't. Either through their omission or our mistake, we've lost the addresses for two of our contributors. One is Bill Gadzos; the other is Mike Wilcoxon. I have checks for both of you, but I don't know where to send them. Please drop me a line so we can get back in contact (and you can get your money).

Time out for a shameless plug: If you're anywhere near Texas next February, check out Warcon '84 on the campus of Texas A&M University in College Station. The *ADQ* staff (and the rest of the SJ Games crew) will be there, and a ***Car Wars*** tournament will be one of the convention highlights. The dates are February 10, 11, and 12, 1984.

Power Struggle

There's been a lot of debate around here about just what can and can't be done with power plants. And judging from the mail, there's a lot of confusion out in the arenas and fortified towns of America.

In "ADQ&A" in issue No. 2 (and No. 3, for that matter), we said that while more than one power plant could be put in a vehicle, the power could not be added together. Instead, the second power plant could only be considered a back-up, to be switched to in case the first plant is destroyed (or runs out of juice). We'll stand by that – for the time being.

A second power plant can be very useful simply as a backup. Important vehicular systems (like lasers and fire extinguishers) run off the power plant. Few things can be as frustrating (or as deadly) as having your fire extinguisher die because the fire got to the power plant before the extinguisher got to the fire. A new product in this month's "Uncle Albert" will help solve the laser problem.

Another problem that a second power plant would help solve is range. Once one power plant was drained, a simple flick of a switch would give a vehicle "new life" so it could make it to the next recharging station. A backup plant could also give a driver insurance against blowing his plant at high speeds (see "Speeding in Car Wars," *ADQ* 3).

So, we say go ahead and put a second power plant in your car – but you can only use it as a back-up or to power auxiliary systems. Cycles can do this, too, if they can find the space and weight.

It has also been asked if additional power plants could be put in cargo areas. The answer is no. First, the ***Car Wars*** rule book simply states, "Cargo space may only be used for cargo, not vehicle components." (page 20). This is for game balance. Vans and station wagons and pick-ups would become even more powerful if their cargo space was available for extra power plants. Other vehicles that don't have cargo space would be at a disadvantage.

The above rule is subject to change and exception. In fact, we've published one exception already. The Magnum Motors Courier, a 40' van trailer featured on the back cover of *ADQ* 2, has a small car power plant to power the lasers. So this leads to an exception: A power plant may be placed in the cargo space of a vehicle if it is used only to power auxiliary systems, and even then it is subject to the following restrictions: In addition to the regular cost of the plant, the assembly requires four extra spaces, 200 more pounds and costs an extra $500. This represents the need to duplicate the plant support systems (cooling, electronic regulation gear, mounting hardware) in a place totally unsuited for a power plant.

This is just an optional rule; *Referees are encouraged to decide for themselves whether or not they will allow this arrangement in their campaigns.*

Which brings us to one last subject: linking power plants for extra power. Anyone with an elementary-school knowledge of science knows that two batteries linked together are more powerful than one, right? So why not (the argument goes) let players do it?

The answer is twofold. First, we're not sure what the effect of all this would be on game balance. And second, the relationship between linked plants is imprecise. Would linking two 800-power factor plants produce 1600 power factors? Or would it be somewhat less due to inefficiency? If so, how much less?

I've done some preliminary number-crunching on the problem. Smaller power plants tend to be more efficient from a price standpoint and take more damage than the big plants, but the larger plants are much more efficient from a weight and spaces standpoint. It is possible that this natural tradeoff, coupled with the other penalties for additional power plants, would make linked power plants feasible. But we're going to playtest it a time or two (or twenty) to make sure it doesn't unbalance the game before we unleash it. Watch future editions of *ADQ* for any developments.

AADA News

At the time of this writing, *ADQ* 3 is still at the printer en route to distribution to the masses. As a result, I still haven't heard any feedback on what form a proposed American Autoduel Association should take. It is still a high priority with us, and I hope to announce something in issue No. 5.

Oddly enough, local chapters of the AADA did not rate incredibly high on our "Mini-Feedback" from issue No. 2. Those letters we have received on the subject, however, were almost insistent about it. We hope to come up with something that will satisfy the people that really want it without overwhelming those who are more undecided. Stay tuned.

That's enough for one issue. Keep on duellin'!

– Scott D. Haring





NEWSWATCH

History of Autoduelling

2023: "Crazy Joe" Harshman wins the Fresno destruction derby by mounting a surplus .50-caliber machine gun in his Chevy. Term "autoduelling" first used by sportswriters.

2024: The Armadillo Autoduel Arena opens on the former site of a shopping mall in Austin, Texas.

2025: Autoduelling becomes the highest-rated TV sport, edging out combat football and private wars. Eight more autoduel arenas open in North America. American Autoduel Association formed.

2026: Armadillo Autoduel Arena hosts first national championship tournament sanctioned by the AADA. Lubbock's Sam "Earthquake" Mitchell takes the $50,000 first prize and 2-foot gold armadillo trophy symbolizing his title, "National Champion of Texas." AADA also begins issuing area advisories and helping duellists organize against cycle gangs and other hazards – local police forces are not amused.

2027: AADA-sanctioned "National Championships" held in Texas, Oklahoma, Louisiana, the United States and Canada. Police give up on enforcement of highway anti-duelling laws; such laws are repealed in seven states, as well as Texas and Oklahoma.

2028: Fresno makes history once again as the first AADA "World Championships" are held. Jacque LeBlanc of Quebec pulls a stunning upset and wins $100,000 first prize. 483 revelers are killed when Montreal victory celebration turns into a riot.

2029: "AADA approved" combat equipment becomes standard options on several U.S. makes of vehicles. Thanks to AADA lobbying efforts, autoduelling now legal in all of North America except six states in New England and Virginia. Anti-duelling backlash also gains force; EDSEL (Eastern Driving Safety Enforcement League) chartered "to use the duellists' own weapons to keep them off our roads."

2030: AADA World Championship, scheduled for Baton Rouge, Louisiana, canceled at last minute when two-time defending champion Jacque LeBlanc is mysteriously killed in pit explosion. Foul play is suspected, but never proven. EDSEL spokesmen deny involvement, saying, "We like autoduelling as much as the next man – if it's in the arena where it belongs."

2031: EDSEL and similar groups gain strength. Duelling legalized in Virginia, but outlawed again in South Carolina, and effectively wiped out in parts of Indiana and Ohio by heavily armed EDSEL enforcers. ***Car Wars*** released to the general public.

2032: Duellists in Ohio rise to EDSEL challenge, declaring a month-long moratorium on road combats against *each other*; even the cycle gangs attempt to keep the peace. Surviving EDSEL members move west to Indiana or further. AADA continues to grow in membership and continues to find new ways to serve its members. Lobbying efforts preserve the duellist's right to bear vehicular arms; the sanctioned arena circuit adds six more arenas and has a third straight year of record attendance; AADA Area Advisories continue to keep members out of trouble by warning them of dangerous situations; and a popular quarterly journal is begun.

50 Years Ago Today

Rioters, insurgents and troublemakers will soon be facing an incredibly potent armored "super-truck" so awesome that it has been dubbed the Mean Machine!

The fierce, riot-breaking truck now being built in England is like a battleship on wheels. Its armament boasts 16 grenade launchers, 18 gun ports, a water cannon, armored plating and bullet-proof tires. Its two-man command crew and a squad of 10 combat soldiers can easily survive any siege with its self-contained toilet facilities, air conditioning and oxygen system.

Built by AMAC, Ltd., of London for $275,000 each, 1,000 of the riot-beaters have been ordered by three South American countries and another 300 are heading for other troubled areas of the world.

– *Weekly World News*, 10/4/83

TRUCKING ECONOMICS:

Big Bucks, Small Profits

by Jim Gould

Zeb was feeling good. "Yep," he thought, "out on the road, in a new rig running fine, that's the place to be. No hassles from a boss, friends at every truck stop, and plenty of cash for charge and grub." He looked at the sleeping form of his gunner, Kate, and contemplated the trucker's fine life. "On the other hand," he mused as the first tracers arced from the darkness, "there are a few drawbacks!"



The World of Trucking

To the average citizen, the trucker is still the best example of the true American Way. The romantic life of the open road is a popular source for situation comedies and adventure shows. Of course, the TV cameras are rarely around to see the true story, so the public's knowledge of trucking comes primarily from bar tales spun for gullible travelers and reporters at the local truck stop. The reporters leave, thinking of a fearless and invincible rig-rider who hauls in barrels of cash every trip. The truckers laugh, and return to their work – fixing overworked rigs and scrounging jobs.

So, you ask, how can I join the "Brotherhood"? Well, unless you are possessed of substantial cash reserves, you just can't walk up and order a truck off the lot. Credit is out – the dealers know the odds too well. You'll probably have to start out as crew on someone else's rig. It may be as a gunner, mechanic, relief driver, or cargo handler – usually all four at once – along with whatever else you are called upon to do. Having some Trucker and Gunner skill is just about essential to get a job with a reputable trucker. Owners with a reputation for bloodthirstiness, stinginess, or bad luck tend to set their sights a little lower, but you take your chances.

When you've been riding the roads for a while, and become more skilled at your trade, the better jobs come along. Your boss may be able to pay you more, or a more successful trucker may offer you a berth on his crew. The owner might even retire, letting you run the truck in exchange for a share of the profits. This is all heavily dependent on your reputation as an honorable, hard-working member of the Brotherhood, of course, which means doing what you are told and keeping the boss happy. So where is the carefree, independent life of the trucker? Just wait. The average salary for a good crewman is just over $40,000, and it can go much higher with an aggressive, well supported rig. A frugal gunner on a profitable rig can save enough to buy his own tractor in less than three years. Most crewmen, though, stick with their owner for quite a while longer, to build up their skills and their bank balances. Many never get a rig to call their own, feeling more comfortable without the responsibilities and bills involved with a rig.

The goal of most truckers, however, is to have their own rig. Once you've got it (cash on the barrelhead, please!) the rest is easy, right? Wrong. Now you've got to make enough to feed yourself, a gunner, a *very* finicky rig, assorted toll collectors, and every mechanic between here and Duluth. This brings us to . . .

Making Money

Most rigs will put in about 240,000 miles in a year. This may not sound like as much as they could, but you can only drive so many hours in a day, and the waits for cargo, repairs, and crew add up. The standard rates are measured in dollars per mile, since most shippers in 2033 are more worried about the cargo arriving safely than on time. There are exceptions, of course, where a premium is paid for timely delivery. In most cases, though, the shipper and the trucker negotiate a reasonable mileage figure between the start and the destination. Side trips that increase the miles actually traveled are the responsibility of the trucker and are not paid for.

The usual rates are $2 per mile if the tractor is pulling the shipper's trailer, and $3 per mile if the trucker owns the whole rig. A bonus of $.10 per mile is added for every 10,000 pounds or fraction thereof of cargo weight. In particularly dangerous areas, hazard pay may be allowed, usually $.30 per mile plus $.10 per mile for every crewman (including the owner). Likewise, a risk bonus may be paid if the cargo is likely to attract hijackers. Rates are doubled if there is no reasonable expectation of cargo at the destination.

This yields an average pay for most areas of about $2.30 per mile for tractors, and about $3.30 per mile for rigs. But wait, you say, that means our average rig owner will rake in $792,000 in an average year! This is true, friend. Trucks generate an impressive cash flow. Holding on to all that cash, however, is a whole 'nother story.

You'll have to pay your crew, at about $.18 per mile, or $43,000 a year if they are on salary. The above rate is for a skilled gunner, of skill level 1 or 2. Amateurs can be paid less; experts, especially those with other useful skills, will charge more. Power costs, too, at $.50 per mile. If the rig mounts lasers, this can double. For our average trucker, that's $120,000. See that money slipping away? Figuring at least one major firefight and a bunch of skirmishes each year, along with general wear and tear, about $20,000 will have to go to repairs, and about $10,000 for ammo. For dangerous areas, repair bills and ammo costs can skyrocket, doubling or even tripling.

But these are mere annoyances when compared to the bane of the trucker's life: his tires. At 50 mph, tires disintegrate at 1/3 hit every 50 miles, on the average. At higher speeds, or on bad roads, they go even faster (see "Convoy," *ADQ* 1). Going slow can save your tires, but it cuts into the number of miles you can make each day, which reduces your income and irritates impatient customers. Given that most truckers run on solids, and they won't run on a set of tires that are more than half gone, tires will run $1.11 per mile for tractors, and $2.00 per mile for semis. This adds up rapidly; a rig can expect to pay $480,000 for tires in an average year. Saving for new tires is a prime concern of owners!

Putting all this together, our typical

would-be millionaire with a semi-rig and a loyal gunner will spend $675,500 on his truck and keeping himself fed. If he makes $792,000, this leaves $116,000 or thereabouts. This doesn't count tolls, fines, accidents, medical expenses, bribes, etc. And, he must be good at . . .

Finding Cargo

The U.S. economy of 2033 is decentralized. What this means is that if the hicks can make it locally, they will. The cost and risk of transportation are just too high to do otherwise. Nevertheless, there are a lot of items that require resources or a technological base that don't exist in the vicinity. Since the rail network is limited to the safest areas, and the dirigible cargoships only go between major economic centers, the truckers must step in to get the goods to the point of sale.

If you're an independent looking for cargo, it's not that hard to find. Truckers use the satellite-based phone network to line up cargoes along a planned itinerary, and many smaller loads can be picked up at local truck stops. All truck stops post notices when a job in the area becomes available. The demand for transportation still exceeds the supply, as trucking has only recently become safe enough to truly prosper. Fixed-base operations are still uncommon, as demand can vary widely over time. Independent, mobile trucks are the most economical method of meeting the shifting needs of the economy.

Once a load is lined up, the trucker will have to make sure that his rig can handle the load. Often, several truckers will work together to haul a large consignment, although such cooperation rarely lasts more than one or two hauls.

If you want to determine the contents of a randomly encountered truck, or what sort of loads are available at a truck stop, you may want to use the Cargo Contents Table (courtesy of Paul Harralson) on page 9.

The number of loads available at any given spot will vary, but a good range is 1d6-4 for a small junction point, to 6d6 for a major truck loading center. Of course, you wouldn't get any cargoes at all if it weren't for . . .

The Brotherhood

The Brotherhood of Truckers is one of the most powerful continental organizations of 2033, yet it has no leader, no formal hierarchy, and no written rules. All truckers are part of the Brotherhood, yet none of them will permit more than token interference in their daily affairs. How did this unlikely confederation occur?

History in the Making

During the Food Riots, the transportation network of the nation was shattered. The government sought to link outlying areas by commandeering the only remaining transportation that mattered, the independent trucks. With National Guardsmen riding "shotgun," the big rigs would maintain the cohesiveness of the nation. Unfortunately, the rigs were still no match for the rioters and cycle gangs. In early 2017, most of the Midwest independents, led by "Mongo" McGuire, called a general strike on government-scheduled runs. The Government proved powerless to keep the trucks on the road, since most of the Guardsmen riding the trucks now backed the truckers. The Teamster's Union leadership attempted to assert itself as the sole voice for the uncooperative truckers, but when evidence of collusion between the union leadership and the infamous Whitney gang was uncovered, the Teamster's "commissars" were treated with increasing contempt.

Cargo Contents Table

COMMON ITEMS

d100 roll	*Item (Spaces/Unit)*	*Pounds/ Space*	*Value/ Space*
01-05	Fresh Fruit***	250	300
06	Publications	500	150
07-08	Weaponry	by type	by type
09	Ceramics	300	500
10-11	Glass	150	275
12	Electronics	400	2000
13-15	Furniture	200	500
16	Chemicals (in drums)	2000	700
17	Heavy Machinery	1700	1100
18-20	Autos	See Auto Subtable	
21-22	Cloth	150	200
23-24	Tires	by type	by type
25	Livestock***		
	1. Swine (1 space/animal)	500	50
	2. Cattle (8 spaces/animal)	300	300
	3. Poultry (¼ space/animal)	20	80
	4. Horses (9 spaces/animal)	200	450
	5. Goats (1 space/animal)	80	300
	6. Sheep (2 spaces/animal)	50	60
26	Video Equipment	300	2375
27-28	Paper	800	50
29	Computers/Components	400	1500
30-33	Fertilizer	1000	400
34	Power Plants, Vehicular	by type	by type
35-37	Clothes	150	350
38	Combat Bicycles	150	750
39	Carpet	250	300
40	Medical Equipment	400	3000
41-43	Paint	1200	500
44-45	Lumber***	1000	100
46-49	Canned Foods	800	350
50	Pressurized Gas*		
	1. Liquid Propane	900	3000
	2-4. Liquid Oxygen	850	1100
	5-6. Freon	1000	1800
51-52	Shoes	500	600
53	Alcohol	1000	5000
54	Motorcycles (10 spaces/cycle)	by type	by type
55	Meat**	1200	2200
56-59	Mail	475	Ref's choice
60-61	Dairy Products** ***	1100	1700
62	Batteries	2000	800
63	Plants & Flowers	200	400
64-66	Major Appliances	700	1600
67-70	Sheet Metal	10,000	900
71-74	Hardware Supplies	800	500
75-76	Barbed Wire	2000	200
77	Coffee	1700	850
78-80	Bricks	5000	300
81-82	Power Tools	700	1000
83-85	Concrete	9500	150
86-90	Ammunition	by type	by type
91-92	Aluminum Ingots	7000	2000
93-94	Milk* ***	2000	800
95	Unformed Plastic	2000	1000
96	Roll twice on this table		
97	Roll three times on this table		
98	Roll five times on this table		
99	Roll once on the Exotic Cargo table		
00	Roll twice on the Exotic Cargo table		

EXOTIC CARGO

d100 roll	*Item*	*No. of Spaces*	*Pounds/ Space*	*Value/ Space*
01-03	Exotic Drugs	1-4 spaces	500	700
04	Precious Metals	.2-1.2 spaces	10,000	1,000,000
05-06	Bulk Currency	2-12 spaces	400	100,000
07	Radioactives	1-6 spaces	2000	200,000
08	Paintings/Antiques	1-6 spaces	300	.2-1.2 million
09-25	Tobacco	10-60 spaces	450	3000
26-50	Common Drugs		500	2000
51-60	Illegal Aliens		150	0
61-70	Cosmetics		300	2000
71-80	Hand Weapons		300	1000
81-85	Explosives		700	2800
86-95	Pet Food		1000	200
96-97	Musical Instruments		500	4300
98-99	Candy		700	3500
00	Transplant Organs**		800	1000

*Tanker trailer only **Reefer trailer only ***Short Haul only

NOTE: A trailer will usually carry as much of a given cargo as possible, until it runs out of either spaces or weight allowance, with the exceptions noted above. Some of these cargoes will not fill a truck, and may be disguised or concealed in other cargo.

AUTO SUBTABLE

BODY STYLE

d100 roll	*Style*
01-16	Compact
17-30	Subcompact
31-44	Mid-size
45-58	Luxury
59-72	Pickup
73-86	Station Wagon
87-00	Van

ARMAMENT LEVEL

d100 roll	*Level*
01-40	Unarmed
41-80	Lightly armed
81-95	Loaded
96-00	Duellist Vehicle

Unarmed is just that – no armor, no weapons, no duelling accessories.

Lightly armed is factory stock – one or two weapons systems, some armor, no fancy accessories.

Loaded is modified factory stock – lots of armor, as many weapons as will fit, and probably a bonus item or two (computer or fire extinguisher system, etc.).

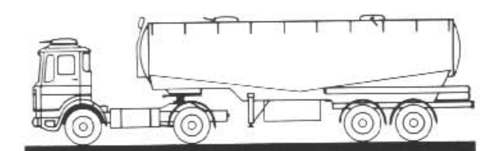
Duellist Vehicle is as fancy as they get – as much as can possibly be crammed into the vehicle for the money (roll randomly to determine what Cost Division the vehicle is in: Division 5 – $5,000 or less; Division 10; Division 15; Division 20; Division 25; Division 30; or Unlimited Class).

This restiveness culminated in the Battle of Pittsburgh, a week-long series of skirmishes that pitted non-union truckers against union enforcers and most of the Whitney gang. Led by "Mongo," the truckers were victorious, but McGuire sustained a fatal wound. Legend holds that he declared the "Brotherhood of Truckers" with his dying breath. The code of togetherness and retaliation kept the truckers going through the long years before the advent of heavy vehicle weapons.

With the rise of autoduelling, though, the truckers experienced a renaissance. Truckers discovered that their rigs could mount firepower sufficient to take on all but the toughest gangs. Modern trucking was born.

Life in the Brotherhood

The Brotherhood asks very little of its members, other than adherence to a rather loosely defined code of ethics based on armed self-defense. The Brotherhood maintains the right of all truckers to take violent action against violent foes, and to take non-violent action, with the help of his brothers, against anyone trying to shaft them. The only real problem with the Code of the Brotherhood is enforcement. Shutting down a crooked merchant is pretty easy; a couple of complaints and no trucker will get near the offending shyster. The greater difficulty is the "shoot on sight" list, reserved for the armed enemies of truckers everywhere. At first, one trucker's word could mean a very short life expectancy for anyone on the roads. When a few out-of-town haulers found out that a group of Washington truckers were getting rid of their competition by calling them "hijackers," the system was rapidly changed. Now, only the most respected truckers in a region can declare someone



an enemy of the Brotherhood. All trouble reports eventually get to them, and no accusation is fully trusted until one of these informal leaders has declared it factual. A few of the older truckers, with unblemished reputations and lots of savings, have converted their rigs into Q-trucks, and call themselves the "Knights of the Brotherhood." They supplement their income by donations from truckers they assist, and they can count on free bed and board at any truck stop in the land. The Knights can be counted on to help anyone in legitimate distress, and serve as shining examples for the rest of the Brotherhood.

All in all, the members of the Brotherhood generally live up to its ideals. Truckers are loathe to discipline other truckers, but the Brotherhood can be counted on to clean its own house (eventually). Most truckers will help fellow travelers and act to eliminate obvious road menaces. The Brotherhood tries to stay out of local politics, though, and a problem will be confronted only if it affects truckers. The heterogeneous nature of the group has served to keep transport rates at a competitive level, although they believe in a "fair wage" that is higher than most shippers want to pay. The generally honorable reputation of the Brotherhood has served to attract new members, and to assure the cooperation of most local authorities. Thus, tolls and licensing fees are usually reasonable. Many randomly-violent crazies have met swift ends at the hands of truckers, but the spread of autoduelling on the highways is viewed with concern by the Brotherhood. In general, truckers would prefer that recreational duelling stay in the arenas.



MANIAC

a solo adventure for *CAR WARS*

designed by Michael S. Redman

Ed's thoughts were mostly anger. The rest was the Jack Daniels lunch. Breakfast, too, Ed thought bemusedly as he cruised down Westlake in his Eliminator 300. He'd wasted nearly half a charge driving around town that afternoon, passing by his old haunts: Ernie's Garage, the Elm Grove Pedestrian Mall, the Grease Monkey bar, and the local autoduel arena.

The arena. Seeing it again snapped Ed's mind out of the fog and back into a clear, angry focus. He certainly wasn't the first to have continued a duel in the pits, but Ed didn't have the friends on the disciplinary board that some duellists had. That, and he didn't let the network in on the action. If they had had just **one** *camera in the hangar, the whole episode would have been justified for the sake of fifty million viewers. But rules are rules, and now Ed's arena permit had been permanently revoked.*

About the closest Ed could get to duelling again would be to sign on as a mechanic on some hot-shot's team. He didn't have the brains to design cars, and building them struck him as boring. He could take to the highways, of course, but the life expectancy and the income of a highwayman was about half that of an arena duellist, and besides, he didn't feel like being on every bounty hunter's list from here to Canada.

He passed the Elm Grove Mall again and his thoughts returned to his persecutors, the AADA politicos. Typical of their slimy ways, he muttered, to put their headquarters in a pedestrian shopping mall. They probably got it rent-free, and the bigwigs probably cashed a sizable kickback on top of it. The mall, of course, saved a bundle on heavy security systems. A mall had nothing to fear from autoduellists if it housed the AADA headquarters . . .

An evil grin crossed Ed's face, though nobody saw it through the glazed windows of the Eliminator. A small part of Ed's brain quietly protested as he spun the car into the mall parking lot, but the whiskey and the anger won out. He floored it at the mostly cosmetic anti-vehicular barrier . . .

"Maniac" is a solo adventure for *Car Wars* with a simple goal: revenge. As the blacklisted autoduellist, you must penetrate the shopping mall's defenses, inflict as much damage as you can on the AADA headquarters, and escape. The mall has a number of features, however, that can be considered either potential hazards or further opportunities for destruction . . .

Beginning Play

The first step is to design and build the intruder vehicle. The only restrictions are a $15,000 money limit and no gunners (the Maniac is a loner). Then lay out the mall, using either the provided map or the random generation rules. Then go to it.

You will need special counters for the bazaar shops, vendor carts, AVSSs, planter boxes, shop doors and fountains. These are provided on the back cover. Permission is granted to photocopy them for your own use, or you can simply cut them out and use them. You will also need at least one car counter, some cycle counters and a number of pedestrian counters. These can all be obtained from counters most players already have.

The road sections you need are available in *Car Wars Expansion Set 1*. In a pinch, you can use the basic road sections provided in the *Car Wars* game, placing the road sections at an angle to simulate curves.

Most pedestrian malls, even in the 1980s, had some sort of barrier to keep vehicles out of the mall. These barriers have more aesthetic value than function. When a vehicle "crashes the gate," treat it as a collision with a 5 DP fixed barrier and use the Advanced Collision System (from *ADQ* 2 or the *Car Wars Reference Screen*). If this immediately immobilizes the vehicle, then the barrier held and the game ends (unless the player wants to have his driver go running down the mall with a hand weapon). If the barrier holds but the car is still operable, back up and try again. Pick whatever beginning speed you wish.

The mall has a very good fire extinguisher system. Any hit with a flamethrower has a 4 in 6 chance of setting the target on fire (except for pedestrians) and doing an additional 1d6 damage the next turn. After this second turn, however, the fire extinguisher system kicks in and the fire will be put out instantly. The entire mall within 6" of the burning object is affected by the system. Subsequent flamethrower hits in this area do half damage and will not set fires. Also, driving in the combination of water and firefighting chemicals is a +D2 hazard to all maneuvers.

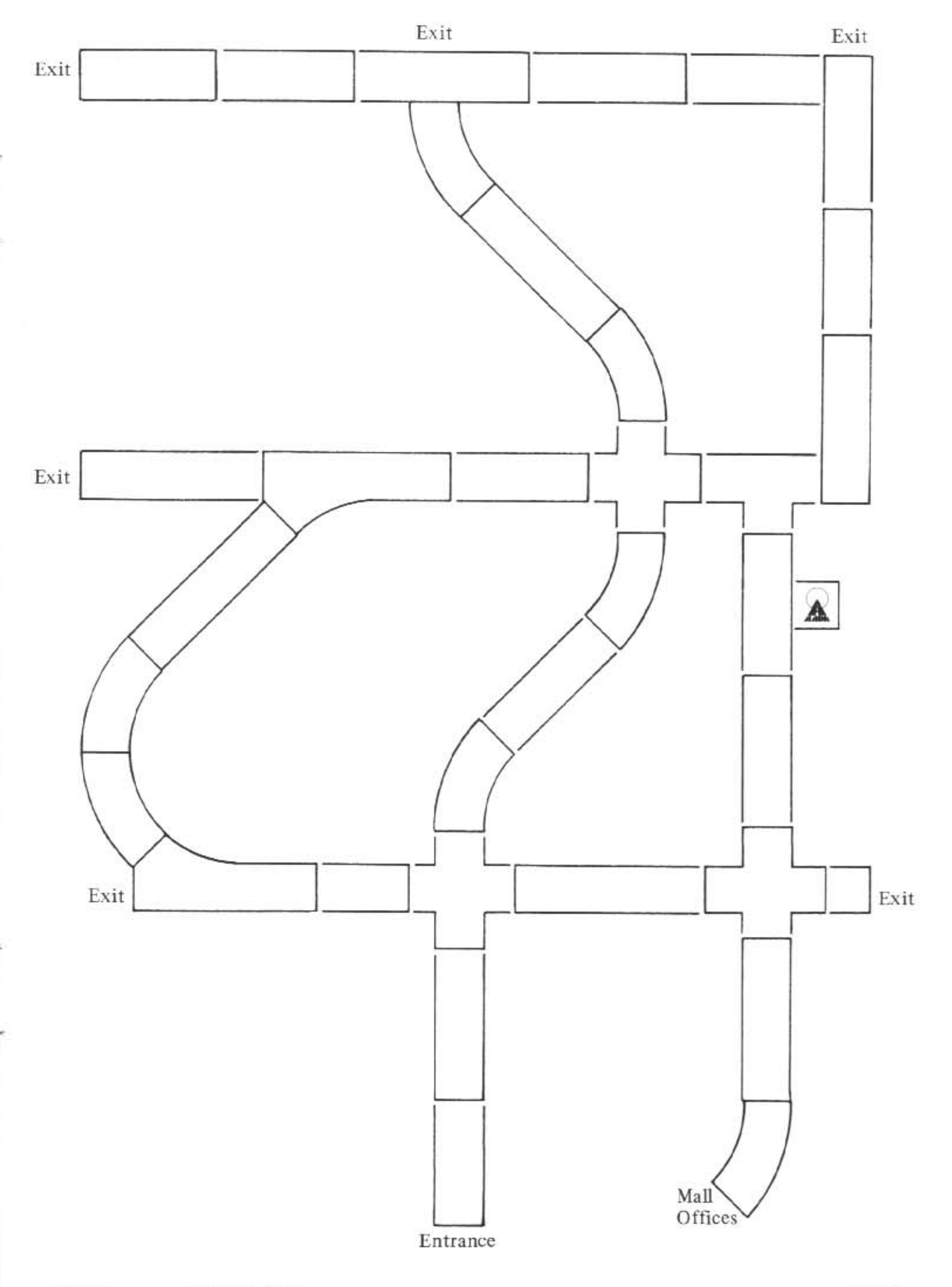
Shops are considered a safe haven for pedestrians. Once inside, assorted merchandise racks and displays provide enough cover to protect against any sort of weapon. A car could ram into a shop, but the results would be a mess. A vehicle could probably only get 1"-2" inside before the mass of merchandise stopped it. After that, the car would be incapable of maneuvering or any further forward movement. It could back directly out and return to the mall, but on a roll of 6 on 1d6, merchandise has collapsed behind the vehicle making even that maneuver impossible.

The mall has a two-story roof inside, but the shop windows only rise to the one-story level. Above that, the wall (and the roof) is impact-resistant concrete and nearly indestructible. Any missed shots are assumed to hit this concrete with no effect. Actually, some shots will hit and break the shop windows, but they do not count either way in the victory points, so they are of no consequence.

Target Descriptions

The bazaar shops, fountains and the AADA headquarters barrier wall are treated like buildings for damage purposes – it

Elm Grove Pedestrian Mall



takes a certain amount of damage to create a breach, and any weapon that causes less damage than that has no effect. The other mall features take cumulative damage. Example: A planter box has 10 DP. Three hits from an MG damage it, four more hits from the same MG damage it some more, and a final four-hit burst destroys it.

Shop Door: This is an entranceway to a store. It is +4 to hit in addition to any other bonuses (stationary, etc.) and has 3 DP. Flamethrowers have no effect on doors (they are fireproofed) and grenades and hand weapons do half damage.

Pedestrians: These are people with no weapons (usually) or vehicles.

Movement: When a vehicle moves within 8" (120') of a pedestrian, he/she will realize that the vehicle could very well kill him if he doesn't get out of the way. A pedestrian will also make this realization if another person or part of the mall within 5" is hit by gunfire, even if the car is more than 8" away. Pedestrians will head for the nearest door as fast as possible. Use random determination if several doors are equidistant. Movement to the door is done in as straight a line as possible at the running speed of one square per phase. One in six pedestrians have pistols (half light, half heavy) and behave like a store guard when they make it to the shelter of a door. Pedestrians must go around other mall fixtures (such as planters, carts, shops, etc.). Movement through a door is done by moving next to a door and then removing the pedestrian on the next phase. Pedestrians farther than 8" away (those that haven't figured out what's going on yet) move one square at the end of the turn in the direction they are facing, turning randomly if they hit an obstacle or wall. Dead pedestrians are treated as obstacles.

Policeman: This is basically an armed pedestrian. Policemen are armed with heavy pistols and have body armor underneath their uniforms.

Movement: Policemen move much differently than pedestrians. They will move so as to get a good shot at the vehicle while providing themselves with protection. Therefore, when the player's vehicle is 10" away (policemen are slightly more alert than the average shopper), they will move toward bazaar shops, planters, vendor carts and other obstacles and get behind them to shoot at the vehicle as it goes by. If what they are behind gets hit, they will move away to avoid getting hit themselves. If a policeman is out in the open, however, and the vehicle moves to within 6", the policeman will stop running and begin firing at the vehicle.

Combat: Once a policeman is behind an object, he will commence firing at the vehicle when it is 8" away (or, as above, if he's in the open, he will begin firing when it is 6" away). Policemen will fire at exposed drivers/gunners and tires only. They will continue to fire as long as they have a target or until they are dead or out of bullets. Policemen all carry two extra clips for their pistol; reloading takes three seconds without any other movement or firing. A policeman will not take any action that will endanger another policeman or pedestrian, even if it means placing himself in extreme danger.

When totally out of ammunition, policemen act and move like pedestrians and run for the nearest door. However, they will chase a vehicle on foot in order to try and get another shot at it.



Store Guard: Basically the same as a policeman except that he uses a light pistol, has no body armor and has no extra ammunition.

Movement: A guard begins his movement inside a store. When the vehicle is 6" from a guard's door, the guard is placed on the mall map adjacent to the door. A guard then moves the same as a policeman except that he will not move more than 2" from the door he came out of and will behave like a pedestrian if the vehicle comes within 2" of him (after all, guards are there to protect the stores, not the general public) and will move to the nearest door.

Combat: Guards attack in the same way as a policeman, but will cease firing if the vehicle comes within 2" of them. A store guard will not take any action that endangers a pedestrian, but is not so considerate when it comes to policemen, figuring "better him than me."

Security Cycles: This is a policeman mounted on an armored light cycle. The cycle has a small power plant, improved suspension and standard tires. It has five points of armor front and back and has one forward-mounted machine gun. Its HC is 1 and acceleration is 10 mph.

Movement: all security cycles start off next to a bazaar shop (the operators are talking to the shop people) with a speed of 0. When the intruder vehicle comes within 15" of the cycle (cycle cops are even more alert than the foot patrolmen), the cycle can set speed and begin to move at the start of the next turn. Cycles will move toward the vehicle and always try to keep their front to it, but will endeavor to avoid collisions and will not overmaneuver so as to go below -5 on their handling status. They will also not go faster than 40 mph unless they are chasing the intruder vehicle.

Combat: The cycle will fire every chance it gets, but will not fire through objects or pedestrians. A security cycle driver will take no actions that will endanger any other people, even if it means putting himself in danger.

The cyclist has body armor and also carries a heavy pistol, which he will use if (a) the cycle runs out of ammunition; or (b) the cycle is destroyed but the driver survives.

Policemen are the only ones allowed to operate a security cycle.

Anti-Vehicular Security Station (AVSS): This is an automatic, computer-controlled weapon mount that registers objects moving at high speed, identifies them, then targets and fires on them. Each mount is 10' high and is topped with a turret containing a sensor system, a logic/decision unit, a targeting computer and a fully loaded weapon.

Operation: The system operates when an object moves within 10" of the AVSS at a speed of more than 5 mph. The sensors register its size, shape, bearing, range and velocity. The logic/decision unit then decides whether it is a vehicle or not. If so, the computer then commands the weapon to aim and fire on the target. Security cycles transmit a special signal which is picked up by the sensors so that the system does not register the cycles as targets. An AVSS gun can rotate 360 degrees and will fire on the intruder vehicle each turn, on the phase in which the vehicle moved within 10" of the AVSS, until it is out of ammo, the target is moving at 5 mph or less, or the target is more than 10" away. An AVSS does benefit from sustained fire, and does receive the bonus for a stationary weapon. Due to limitations in design, the gun cannot depress itself enough to fire at targets closer than 1" to the AVSS. Also, the locations of other AVSSs and bazaar shops are programmed into the logic/decision unit and the unit will not fire at targets behind them. Vendor carts and people are ignored by the AVSS (a potentially dangerous situation).

The turret is armored with five points of armor and is attacked just like any other turret. The base of the AVSS is immobile and fairly sturdy. The base is +3 to hit in addition to any other bonuses, and has 15 DP. If either the base or the turret of the AVSS is destroyed, then the AVSS will no longer fire and is itself destroyed.

The mall provides the basic AVSS; the nearby businesses decide how much money they want to spend on defense in their part of the mall. To determine what weapon(s) an AVSS has, roll 2d6: 2-4: single MG; 5-6: single RL; 7: linked MGs; 8-9: single RR; 10-11: single laser, 12: heavy laser.

Hot Dog / Pretzel Vendor Carts: These are carts containing hot dogs or pretzels which are for sale to the hungry shoppers. Each cart has 3 DP and is +2 to hit in addition to any other bonuses. Each cart has an attendant who stays adjacent to the cart until the intruder vehicle comes within 8", at which point the attendant will abandon the cart and run for the nearest door.

Movement: Even though the attendant could probably push the cart at 10 mph, the attendant will abandon the cart and run for his life. If the cart is struck by a vehicle, consider its DM to be ¼ for purposes of the Advanced Collision System (ACS). The cart cannot inflict more than 3 damage points in the collision. After the collision, use the rules on conforming movement in the ACS to determine which way the cart will go, then start it in that direction at speed equal to the speed of the vehicle that hit it minus 10 mph. The cart (or whatever's left of it) will continue to travel in a straight line, decelerating at 10 mph per turn, until it slides to a stop or collides with a fixed object, thus stopping it. Should the wrecked cart hit a pedestrian, calculate damage according to the ACS, assuming the cart's DM to still be ¼. All other items in the mall are assumed to be fixed objects.

Bazaar Shop: This is a booth in which low-cost knick-knacks and whatnots are sold. They're a little larger and a little less compact than vendor carts. The bazaar shop has 1-2 attendants who stay in the shop until the intruder vehicle is within 8"; then the attendants will flee toward the nearest shop door as per pedestrians.

Planter: This is a large, immobile box filled with dirt that has a small tree and some flowers planted in it. It is a rather solid object, +3 to hit in addition to any other bonuses, and has 10 DP.

Fountain: Usually found only in the deepest, most centrally located areas of the mall, fountains are +3 to hit in addition to any other bonuses and have 12 (3) DP. Any one breach in a fountain will cause an area surrounding the fountain up to 4" away to be covered in water, adding D1 to all maneuvers and slowing pedestrian movement to seven squares per turn. If the fountain suffers two breaches or is destroyed, the area affected spreads to everything within 6" of the fountain. The additional hazard is +D2, and pedestrian movement in the area is cut to five squares per turn.

Line of Sight

An AVSS totally blocks line of sight. Pedestrians do not block line of sight at all. Other mall fixtures (bazaar shops, planters, fountains and vendor carts) are a -3 to sight through. If a shot would have been good enough to hit the target but failed because of the additional -3 penalty, the blocking object is hit instead. A more severe miss is a miss, with the shot harmlessly hitting the far wall.

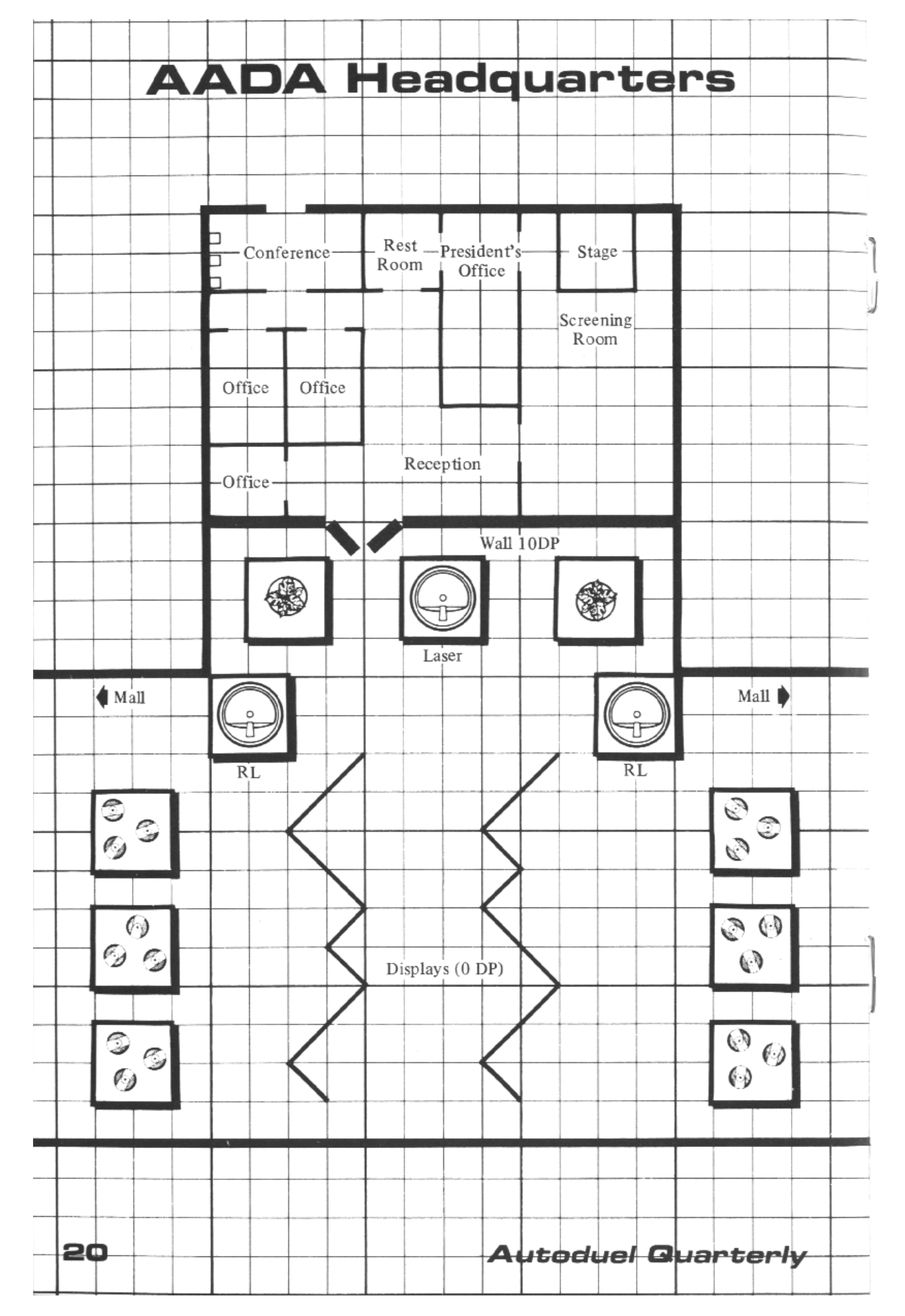
Example: Ed trains his MG on a bazaar shop 7" away. A planter box blocks line of sight. Ed needs a seven or better for his MG, minus one for range, plus five for targeting the shop and minus three for the intervening planter, which makes six. Ed rolls a five, which would have been good enough to hit the shop if not for the planter, so the planter takes the 1d6 damage.

When a pedestrian deliberately hides behind a fixed object, treat it as per the ***Sunday Drivers*** rules for hiding behind a doorway or window. The attacker must roll two better than he normally would need to hit; if the extra penalty causes the miss, the cover is hit instead. Remember, if the cover is breached, the remaining damage passes on to the person hiding behind it. (Moral: Don't hide behind vendor carts.)

The Mall

The Elm Grove Pedestrian Mall is a fairly typical mall of 2033, except that the presence of the AADA headquarters for the area has lulled the mall management into thinking that only minimum security precautions need to be taken. The most serious piece of mall defense, the AVSS, is paid for by the individual stores (which do not share the mall's confidence about security). An overall layout of the mall appears on Page 15, while a close-up version of the part of the mall containing the AADA headquarters is on Page 20. Use the random generation tables to determine the placement of all





features in the mall on the approach, but follow the detail map for the area around the AADA headquarters.

If you have enough road sections to lay out the entire mall (on a *big* table), you will notice some minor discrepancies. The road sections that are drawn shorter than the rest on page 15 are indeed shorter – you can either cut a road section to fit or just overlap one section on top of another. A simpler way to do it would be to run the car through the mall two road sections at a time, as per the random generation rules. Then the discrepancies can be ignored.

AADA Headquarters

The AADA Headquarters "storefront" is recessed 1" from the walls of the mall so that any attacker would have to cross the mines and enter the center section to get a good shot. The AADA uses the center section between the sets of mine counters as a display area. Display boards, connected zig-zag fashion, have pictures and mementos posted on them celebrating autoduelling and some of the local heroes of the sport. Any vehicle running into these will easily knock them over, taking no damage. Shooting at the displays will cause the same result. There will be 2d6 pedestrians in this area, looking at the displays, when the attacking car approaches.

The AADA headquarters is considered "under attack" when the displays, AVSSs, planters or barrier wall is fired upon. One turn later, the double doors to the headquarters will close, forming a solid 10 DP barrier.

The headquarters will have 4d6 employees and visitors inside at the time of the attack, many of whom will be immediately evacuated out the secret back door in the conference room. 1d6 + 2 will remain to watch over the offices.

Three of the employees who remain in the headquarters will proceed to computer consoles located in the conference room. From there, they can control the three AVSSs as if they were vehicular weapons, gaining bonuses for their Gunner skill and the +2 hi-res computers that are part of each console. Roll 1d6: on a 1, the person at the console is a Gunner 1; on a 2-5, Gunner 2; and on a 6, he is a Gunner 3! Roll for each gunner separately. It will take 10 turns from the time the headquarters is under attack for the gunners to reach their consoles; the AVSSs will act as any other mall weapon until that time. It will take 20 turns to complete the evacuation, but the evacuees are so far back in the office complex that they are safe from harm.

Treat the 10 DP barrier wall as a building. A shot that hits but does less than 10 DP has no effect (and does not count towards victory points!). Once the wall has been breached, however, additional shots can be poured through it at a -2 to hit (see the ***Sunday Drivers*** rules). If the vehicle manages to do 100 points of internal damage to the AADA headquarters, he has reduced it to a smoking ruin; he can get no further victory points for further destruction. (If things get that bad, the people remaining inside are either dead or long gone. Roll once for each person; on a roll of 1 on 1d6, he stayed too long and went to Highway One – netting the Maniac 10 more victory points per staff member.

Victory Conditions

There are two ways to play "Maniac" – Purposeful and Berserk. In the Purposeful version, the player gets points for doing damage to the AADA headquarters and escaping – nothing else. He loses points for taking damage, not escaping, leaving his car, or getting killed.

In the Berserk version, the attacker gets points for everything he can destroy – planters, shops, pedestrians, policemen,

and the AADA headquarters. But he also loses points for allowing pedestrians to escape. When using a totally randomly generated mall, the player can either set up a specific goal and use the Purposeful victory conditions or just turn the duellist loose and use the Berserk victory conditions.

The player wins if his point total is positive. He loses if his total is 0 or less.

Purposeful Victory Conditions

AADA headquarters damaged: +1 per DP*
AADA headquarters wall breached: +10 per breach*
AADA defensive weapon knocked out: +5 per destroyed weapon*
Driver escapes mall (with or without vehicle): +25
Vehicle damaged: -2 per DP*
Vehicle system (weapon, power plant, etc.) out: -5*
Driver wounded: -10
Driver unconscious: -25
Driver killed: -50
Car immobilized or abandoned: -25

* These points are cumulative. If a weapon does 12 hits to a breach a 10 DP wall, the attacker player gets +12 for the damage points and +10 for the breach.

Berserk Victory Conditions

AADA headquarters damaged: +1 per DP*
AADA headquarters wall breached: +10 per breach*
AADA defensive weapon knocked out: +5 per destroyed weapon*
Pedestrian killed: +3 / Injured: +1
Store guard killed: +4 / Injured: +1
Policeman killed: +5 / Injured: +2
Vendor cart destroyed: +5 / Damaged: +2
Bazaar shop destroyed: +7 / Damaged: +2
Planter destroyed: +5 / Damaged: +1
Fountain destroyed: +7 / Damaged: +2
Door destroyed: +3 / Damaged: +1
Security cycle destroyed: +15 / Damaged: +1 per DP
AVSS destroyed: +15 / Turret damaged: +1 per DP / Base damaged: +2
Driver (with or without vehicle) escapes mall: +25
Vehicle damaged: -3 per DP*
Vehicle system knocked out: -10*
Pedestrian escapes through a door: -2
Driver wounded: -10
Driver unconscious: -25
Driver killed: -50
Car immobilized or abandoned: -25
For each uninjured policeman at end of game: -5

*These points are also cumulative.

The points that are *not* marked are *not* cumulative. Example: Ed puts six hits on a planter in a turn, and takes one victory point for doing so. Next turn, he rams and destroys the same planter. He now gets five points for destroying the planter instead of the one point for damaging it. He does not get both.

Random Mall Generation

The interior passages of a mall are represented in this adventure by ***Car Wars*** road sections. For purposes of placement of mall features, note that the standard straight road section has three 1" "lanes" that travel the length of the section, which is divided into 11 one-inch squares with some extra bits at the ends. To determine "lane," roll 1d6: 1-2, left lane; 3-4, center lane, and 5-6, right lane. Then roll 2d6 and subtract one; this yields a number from 1-11. Count from the end the car starts on to determine how far down the feature appears.

Mall Layout

Start with two straight road sections, putting the 5 DP anti-vehicular barrier at the end. This is the entrance the duellist has chosen. When the first road section has been travelled through, pick it up and put down the next one. This way, there will always be at least two road sections on the table. After setting up the initial two sections, roll 2d6 to determine what kind of section to use:

ROLL	SECTION
2-4	Four-way intersection
5	Curve (roll randomly for right or left)
6-11	Straight
12	Ramp (roll randomly for right or left)

When a four-way intersection is rolled, the right and left branches will have 1d6 additional sections before ending in an entranceway (complete with the same type of anti-vehicular barrier that the first entrance had). Ignore any four-way or ramp results when rolling up these additional sections.

A ramp result should be treated as a fork, with the regular chances of subsequent road sections following.

After 8 straight sections, roll 2d6 after each subsequent one: a 2 or 3 means that section ends in a door.

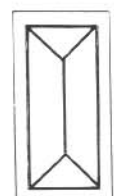
Mall Set-Up

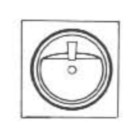
For each mall section, there will be:
1-6 shop doors
2 in 3 chance of one AVSS
1 in 6 chance of a second AVSS
2 in 3 chance of a vendor cart
1 in 3 chance of a second vendor cart
1d6-3 bazaar shops
1d6-2 planter boxes
1 in 6 chance of a security cycle
1 in 3 chance of a policeman on foot
1 in 6 chance of a shop guard emerging from a door
2d6-2 independent pedestrians

MANIAC Counter Information


Planter


Shop Debris


Bazaar Shop

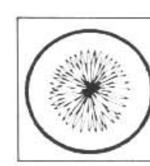

AVSS


Destroyed AVSS


Door


Vendor Cart


Destroyed Cart


Fountain

Doors: Roll 1d6: 1-3 means left side, 4-6 means right. Then roll 2d6 to determine how far down the section each door appears. If you roll up a second door in a location already taken by a door, discard the second door.

AVSS: Use the standard method to determine position. If a second one is rolled in the same position, roll again. An AVSS will never be placed in a side lane directly in front of a door. If that position is rolled, move the AVSS one square further away until it is no longer in front of a door (if you get to the end of the section, move it closer until you find a clear square).

Vendor Cart: Same as AVSS.

Bazaar Shops: These always go in the center lane. After determining placement, roll 1d6. 1-3 means the long axis of the shop is parallel to the road section; 4-6 means it is perpendicular.

Planter Boxes: Same as AVSS, except that a planter box may be placed directly in front of a door.

Security Cycle: Roll randomly for which bazaar shop it is parked next to (always in the middle of a long side; roll randomly for which side and facing of cycle). If there is no bazaar shop in the road section, roll for a random shop door for the cycle to be parked next to.

Shop Guards: Roll randomly for which door the guard comes out of.

Pedestrians and Policemen: Use the standard method to determine what square a person belongs in, then drop the counter from approximately three inches above it. If the counter bounces on top of another feature, place the person next to it. If the counter bounces off the road section place it against the wall at the nearest point to where it landed. Line up the counters by the grid lines, but don't change the counter's facing.

Fountains: Fountains only appear at the center of a four-way intersection (2 in 6 chances) or at the juncture of a ramp (1 in 6 chance).

On a curved road section, reduce the number of features by half (rounding up), and roll 1d6 for how far down each feature appears, ignoring impossible results.

Put no features in the branch part of a ramp section (except maybe a fountain) and treat the remainder as a straight road section.

When placing features in a four-way road section count the seven sections straight ahead as 1-7, the two full sections on the left as 8 and 9, and the two on the right as 10 and 11.

Variations on a Theme

"Maniac" can be played by two players, but it's unlikely that the mall player would (or could) do anything radically different than the mall is already programmed to do: Get the pedestrians out of harm's way and shoot with everything else available.

A much more interesting two-player game might arise from this scenario: A single vehicle, pursued by a much stronger vehicle (or even several stronger vehicles), crashes into the mall for refuge. The undaunted pursuers then follow the first car in. The result is a running gun battle with the added complications of the mall obstacles and defenses. When presented with multiple targets, an AVSS will fire on the closest one. The same goes for shop guards (they don't care what side anybody's on, just that the carnage stays away from their store). Each policeman rolls 1d6: On a 1-2 result, he figures out what's happening and attacks the pursuing group (they're the bad guys in this scenario). Otherwise, the policemen also attack the nearest vehicle. Use the same method for determining the actions of a security cycle.

Another two-player variation is called the Gentleman's Bet. Two players build cars with identical amounts of money, and hit the gate at the same time. The one to amass the most victory points through wanton destruction wins. Remember that damage taken costs victory points, and the easiest way to make sure your opponent takes damage is to shoot him yourself . . .

"Maniac" can also be played with different money limits than the $15,000 given, but the victory point scale must also be altered. Do not change any of the positive victory point awards, but all negative awards are changed in proportion to the change in the money limit.

Example: A player builds a $30,000 killer machine for a little "shopping trip," doubling the money limit. The positive victory point awards are the same: Destroying an AVSS is still worth +15, a planter is still worth +5. But the negative factors double: Damage costs the player -6 per DP, and a dead driver becomes worth -100! Of course, with a vehicle that has $30,000 worth of protection and firepower, the chances of losing a driver is considerably less.

If you want to play "Bargain Basement" and use very inexpensive cars (or even cycles), the same rule applies. Cutting the money limit in half (to $7,500) would not alter the positive victory point awards, but would cut the negative factors in half.

When using a random mall layout, roll 2d6 for each section: On an 11, that section has the AADA headquarters. Roll for which side, and consult the detail map.

One more word about mall security: The Elm Grove Pedestrian Mall is lightly defended because of the presence of the AADA headquarters. Most malls don't count on such intangibles for defense, but prefer the more solid capabilities of concrete and guns.

When attacking a more heavily fortified mall, make the following adjustments to the mall defense:

- Upgrade the anti-vehicular barriers to 10 DP and post two AVSSs, one on either side of each entrance.
- When determining what type of weapon an AVSS has, use the previously given table but add one to your die roll.
- Double the chance for store guards, and give them heavy pistols and body armor.
- Increase the chance of a policeman on foot to 1 in 2; add a chance for a second policeman (1 in 6); give them SMGs instead of the heavy pistols.
- Double the chances for a security cycle.

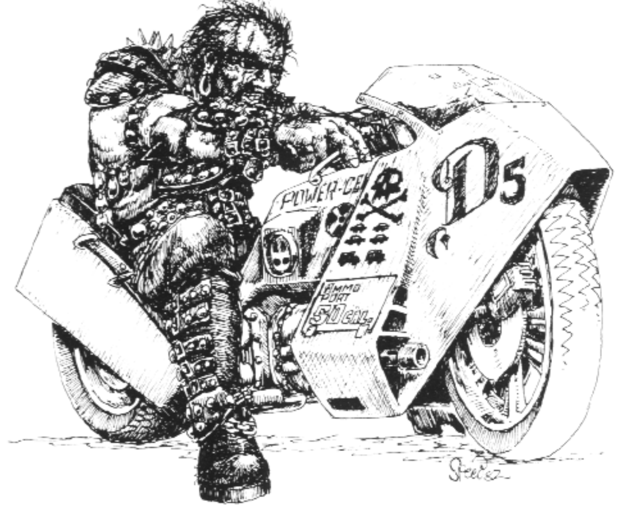
The attacking player should not view these new additions as hazards, but opportunities for more victory points.

"Maniac" and similar scenarios do *not* belong in an everyday ***Car Wars*** campaign; even in the world of 2033, only the criminally insane would do something like this. Any character (no matter how rich and respected) who attacked a mall in this way, and survived, would become a despised outlaw. He would forfeit all prestige points and money in the bank, and would carry a high price on his head for what little remained of his life.



ANTI-CYCLIST TACTICS

Breaking the Bikers in *Car Wars*



by Aaron Allston

Back in *ADQ* 1, in the AADA *Road Atlas & Survival Guide* entry for Midville, OH, we mentioned that Midville's notorious defense squad from the dark years – the Midville Security Regulars, known colloquially and accurately as the Mashers – developed many anti-cyclist tactics. Since then, several duellists have written in to cordially ask, "Oh, yeah? Like what?"

Well, there are two general types of anti-cyclist tactics that concern us: the Setup and the Pitched Battle. The Setup is, in essence, an ambush – the defenders have time and materials enough to rig a surprise for their two-wheeled opponents; and, with the right tactics and materials, a few defenders can wipe out a *lot* of bikers. The Pitched Battle is any circumstance when we have a lot of bikers and a lot of defenders in a general melee. ***Sunday Drivers*** incorporates elements of both types of situations; the whole thing *is* an ambush, but there are so many bikers that the townspeoples' surprises get used up before the attackers' do.

Since most duellists have developed their own Pitched Battle tactics, we'll concentrate on The Setup.

The Setup

The three tactics from the Midville entry – the Trench Foot Opening, the Barbed Wire Howdy, and the Kamikaze Oops – are typical of the plans developed by the Mashers against invading bike gangs. Each plan requires a few Mashers, a good deal of setup time, a certain amount of equipment available in any little town, and the knowledge that cyclists will be cruising through the area in hours to come. Each plan tends to throw a bike gang into a certain amount of confusion, and can be lethal when properly arranged.

The Trench Foot Opening: Materials needed – two or more combatants, section of dirt road with overgrown field or wooded area to one side, shovels, HyperSound system from *Space Gamer* 58 *or* Sound System from ***Autoduel Champions***, various hand weapons, getaway vehicle (a motorcycle will do), tarpaulins, some beer.

Dig one standard ditch – perhaps two feet across and deep – across your chosen ambush site. Cover over the ditch with tarps, cover over the tarps and surrounding roadway with the excavated earth; make it look as natural as possible.

Set up the sound system fifty to a hundred yards away in the overgrown field/forest area. In the sound system you should have your tape of your last encounter with the bikers, replete with screams, explosions, bullets, shouted orders, etc. Set up the speakers as far apart as possible; the system can run off batteries or your getaway vehicle's power plant, whichever is more convenient. Drink the beer.

When your friends the bikers cruise through, the normal sequence of events for the setup goes something like this: The biker leader hits the ditch, flips his bike, and is very upset; the next line of bikers usually hits it, too, with reduced consequences, and the rest of the gang stops before it hits the trap. Our Heroes then switch on their sound system and begin firing at the bikers. The bikers naturally feel that they're being attacked by a large force. At this point, they either turn tail and run back the way they came, charge Our Heroes' hidden position, or skirt the ditch and run off in the direction they were originally going. All three of these alternatives are acceptable. If they turn around and leave, they've been (at least temporarily) thwarted. If they attack Our Heroes, whichever of the defenders has the louder voice – or access to a PA system – lowers the volume of the tape, bellows "All right, men, Plan B!" and then turns off and collects the sound system and drives away. The attacking bikers will grow paranoid at the sudden silence, but even if they press the attack, they're not going to find anything. If the bikers continue on the way they were going, they'll drive on thinking they were attacked by your area's whole defense force, and may drive on into another ambush by the *real* defense force.

This tactic was developed before the widespread use of vehicle-mounted weaponry – thus, today, it's better to perform it near a section of woods than near a field which can be easily blown apart by cycle-mount rockets. Note, too, that the more cautious bike gangs send ahead a scout with a long-range radio, and such a scout will probably blow the operation by hitting the ditch – it pays to know the habits of your prey.

As you can see, this is *not* a heavy-duty stomp-'em-up ambush. However, it is an extremely effective use of a couple of soldiers and a little equipment – and cost-efficiency is as vital today as in any wartime situation.

The Barbed Wire Howdy: Materials needed – three combatants, section of highway with overpass, wrecked auto chassis with wheels and steering wheel usable, six grenades, duct tape, steel cable, numerous large rocks, getaway car with driver, some more beer.

Attach cable to the overhang's concrete pylons on the side of the overpass opposite from the direction your bikers are coming from – that is, if the bikers are due from the south, attach your steel cable to the top of the pylons on the north side of the overpass. Attach a six-foot tall net of barbed wire to the cables, so that when the barbed wire is dropped from the overpass it will span the whole roadway. Duct-tape lots of rocks to one end of the barbed wire to act as weights. Leave plenty of rock showing. Duct-tape your six grenades along the same length, but tape them more fully so that the army green doesn't show through. (Researcher's note – remember, this tactic was developed before grenades took their new design; the Mashers used old-style grenades apparently pilfered from a local Army base.)

Set up your auto chassis in the center of the overpass so that it can't be seen from the roadway below. String cable from it to the bumper of the getaway vehicle, as far away in a straight line as you can manage. Begin drinking the beer.

When your targets show up from the south, the three of you should be well below their line of sight, crouched at the north (in this case) end of the overpass, holding the pins of the grenades in your hands and able to topple the barbed wire at the same moment you pull the pins. (With modern grenades, have the timing-dial set to four seconds and be prepared to press the priming button as you shove over the barbed wire.) Shove over the barbed wire, pulling the pins (or pressing the buttons) just as the gang is entering the underpass. Don't wait for the results – immediately jump onto the waiting chassis, wave to your driver, and let yourself be pulled off the overpass bridge.

Generally, when the trap is sprung its results are something like this: The first and second waves of the bike gang impact on the barbed wire and are caught up in the stuff. The rest of the gang stops in time. The rearmost bikers spot the ambushers making their getaway and open

fire. The gang leader starts yelling for his people to get him out of the wire. The grenades go off a couple of seconds later and wipe out anyone who's come up to free him. Once the getaway vehicle brakes, the ambushers coast up to it and climb in before the vengeful surviving bikers can attack it. Often as not, the getaway vehicle would have another ambush-trap set up on the way to delay the bikers still further.

The Kamikaze Oops: Materials needed – two combatants, section of roadway with ditch to either side, barrier material (varies depending on circumstances), ramp, two or more dummies with clothes and toy weapons, lots and lots of mines, plenty of beer.

The most successful recorded use of this trick also involved the Barbed Wire Howdy. The Midville Security Regulars had set up the Howdy at a Highway 250 overpass for members of the Dervishes, an area bike gang which prided itself upon its motorcycle acrobatics.

When the remainder of the gang caught up to the getaway car, the car had evidently flipped and crashed just short of the barricade designed to hold off the Dervishes; the occupants were gone. The barricade was composed of railroad ties, pieces of junked car, barbed wire, an extraordinary quantity of beer crates and – wonder of wonders – the wreckage of a vehicle trailer, a small trailer designed to haul just one car or two motorcycles. Those fools of Mashers had braced the trailer at such an angle that the new Dervish leader thought he could use it as a ramp to clear the barricade, so he waved for the attack.

The Dervishes mowed down the men behind the barricade and then hit the ramp two by two. As they hit the ramp, two by two, they noticed, two by two, that the men they'd mowed down were dummies placed behind the wall. As they became airborne, two by two, they found that a stretch of turf about twenty feet long and as wide as the road – the stretch they had to land upon – was saturated by land-mines.

The first four pairs that hit the ramp ended up on those mines and were blown to smithereens. The fifth pair, hearing the first explosion, was able to turn aside in time and hit the barricade, which was painful but not fatal. At that point, the Mashers hidden to either side of the road opened fire and the remaining Dervishes decided to turn tail. The Mashers' incoming fire – and the occasional mine they'd buried in the shoulders of the road – picked off a few more Dervishes.

The Mashers gave chase, but were gradually outdistanced. The Dervishes were totally unprepared for the second Barbed Wire Howdy set up at the same overpass. Net result: No survivors, and the network television battle-cameramen invited ahead of time gave the Mashers a rather nice broadcast documentary.

The Elements

As you can see, the most successful element of an ambush of this type is misdirection. In the Opening, the bikers expect to be facing an army in the woods – and instead find nothing. In the Howdy, they expect the momentary pain and nuisance of running headlong into a barbed wire screen; the grenades provide the sting. In the Kamikaze Oops, they plan to leapfrog the barricade and hit the enemy from the undefended rear; but, once again, the results are not as anticipated.

By and large, though, each trap can only be used in the original form once or twice before it becomes too well-known among the bike gangs. Thus, the second most necessary element is variety. For instance, the first use of the Howdy was *without* grenades; the Mashers gave the story a season to circulate, and then used it on the Dervishes with the explosive additions. The Kamikaze Oops became too well-known after the Dervish exploit to ever use again. One or two uses of the Opening would be performed as written, and on the third attempt against the same bike gang, the entire contingent of the Mashers would be waiting in the field or woods.

Gaming Effects

Hitting a ditch head-on is a hazard; its D factor varies with the size of the ditch. Something about a foot across is a D2 or D3; two feet or so is a D6; four or five feet, unless it has unusually steep sides, drops to a D4.

A well-constructed, high net of barbed wire constitutes a D4 hazard when run into. It cannot effectively be shot down; it can only be brought down by cutting (a time-consuming process) or ramming. When rammed, a 6' fence will have around 12 DP, but, because it has a "give" better than most of the substances ***Car Wars*** vehicles run into, it takes only half-damage from rams. A person or vehicle ramming into a properly-constructed net will become stuck, take 1d6-5 damage, and require five seconds minus the number of people helping to come free.

Autoduel Champions – page 31 – presents jumping rules for ***Champions*** which can be converted to ***Car Wars*** with the conversion advice at the end of that section.

New Tulsa, Oklahoma

Excerpts from the NORTH AMERICAN ROAD ATLAS AND SURVIVAL GUIDE, 3rd Edition

by Arthur Gorski and Tulsa's Tactical Simulation Society

New Tulsa, Oklahoma, was once a thriving center of the petroleum industry. The worldwide oil shortage and the resulting secession and war with the U.S. meant a diminished role for this northeast Oklahoma town, but the "can do" capitalist spirit that marked the old glory days lives on in the survivors who still call New Tulsa home.

History

As the world oil shortage intensified in the '90s, the price of petroleum began to increase dramatically. Oklahoma managed to remain fairly normal during these times, even though oil consumption in the state was cut in half by the oppressively high prices. As the situation worsened, the legislature cut back out-of-state oil sales to ensure an adequate supply at home. Legislators from dark, freezing northern states began screaming for their "share" of the oil in the halls of the U.S. Congress. Meanwhile, a "Grapes of Wrath" migration in reverse occurred, as thousands of unemployed refugees began to arrive in Oklahoma looking for jobs. Several riots broke out as these people demanded aid from the oil company coffers.

In self-defense, the major companies used well-equipped "security" forces to protect their property. Many of the refugees themselves enlisted in these units, promising to uphold the laws of the Company and protect its interests and property against all others. The state government was too busy putting out political fires to complain. By the end of the century, AMOCO, Getty and Oxydental each had fully mechanized brigades in Tulsa, equipped better than any unit in the U.S. Army. Counting the smaller companies' detachments, over 10,000 men and women in the area were armed and helping the local police maintain order while other cities fared much worse.

After Oklahoma and the other Free Oil States seceded from the Union, Tulsa had several months to prepare for its defense as the weakening U.S. Army gathered what forces it could spare and scraped up fuel from near and far. As large forces massed in southern Kansas, many civilians were evacuated south to Muskogee, Okmulgee and McAlester. Surprisingly little action took place in the air over Oklahoma; state forces had local superiority over a USAF trying to conserve on fuel.

Finally the drive on Tulsa began. The apparent objective was to capture the Tulsa refineries intact so that the U.S. forces could refuel and continue on to Oklahoma City. Initially, the U.S. Army broke through the National Guard lines with their superior armor and forced a retreat. Although the battle went well for the U.S., most of the infantry was on foot and short on food.

The airport fell quickly, but AMOCO Air Guard strikes on the airport ensured that its 11,000-foot runway could not be used to reinforce the U.S. forces. The light from the airport fuel dump lit the sky for miles as it, too, was denied the enemy.

With large sections of north Tulsa and downtown destroyed and burning, the defenders blew the Arkansas River bridges and fell back to the Crosstown (I-244) line across the city. The U.S. forces were content to stay north of the line and concentrate on taking the refineries, but by this time most of their armor was gone and their fuel reserves were dangerously low. After several days, word arrived that Oxydental forces based in Bartlesville had managed to break out and capture a major U.S. resupply column on US 169. The starving U.S. force pulled out shortly thereafter, abandoning their heavy armor due to lack of fuel. Most of north Tulsa, including the airport facilities and downtown, lay in ruins.

New Tulsa Today

North Tulsa and Tulsa International Airport were never rebuilt after the war. Starving "wheatbacks" from Kansas settled the area. The crosstown expressway (I-244) remains impassable to vehicular traffic. It is now the North Wall of the city of New Tulsa, with a lawless shanty town and pedestrian gangs to the north. The old downtown remains abandoned ruins; the river bridges, blown up by the Oklahoma forces to check the U.S. advance, were never replaced.

Downtown New Tulsa is located at the junction of Skelly Drive (I-44) and the Broken Arrow Expressway (US 64).

Facilities

Truck stops can be found on all major highways leading into town as well as downtown. Numerous power stations can also be found in town, with the same power facilities as truck stops but without the extras like repair bays, ammo stores and restaurants. New Tulsa, never known for elaborate cuisine, remains a place where you can get a good steak – if you're willing to pay.

The old West Tulsa refineries are still operating at a reduced level and the westsiders have reopened the old oil fields in the area. The refineries trade refined lubricants for any crude brought in, usually on a three-for-one basis. An enterprising group of west-side bootleggers runs armored tankers up to Kansas for amazing profits. They usually hire the Rogues, a west-side cycle gang, to ride shotgun on the fuel convoys.

For travelers, Sarge Benson runs a towing service out of his Rolling Thunder Armory in Bixby, south of New Tulsa on US 64. The Sarge specializes in duelling repair work and custom vehicle modifications. He is the local factory representative for Uzi, Electro-Motive, Bofors and Krupp, among others.

The Angels of Death ambulance service is on 24-hour call throughout the area. A surcharge is levied for pickups in dangerous parts of town. Gold Cross maintains a unit at St. Francis Hospital.

Highways

US 75 is passable but extremely dangerous north to the fortress town of Bartlesville. Strong outlaw gangs operate out of Turley and Ochelata. Travel at your own risk. US 169 is also dangerous in places, but reports indicate it is fairly tame and passable north of Owasso if you must go to Kansas. I-44 East, the old Will Rogers Turnpike, is a safe, patrolled toll road to Claremore. Beyond that, you're on your own. I-44 West, the Turner Turnpike, is an expensive toll ($250 for cars, $100 for cycles, $500 for trucks) but a safe ride. The toll supports not only patrol cruisers but also foot patrols along the highway fence line to guarantee safety all the way to Oklahoma City.

For those with a light wallet and an adventurous streak, the old Route 66 is still open to Oklahoma City. Paralleling the Turnpike, it passes through several towns with well-armed outlaw gangs. It's free, but risky.

The Broken Arrow Expressway, US 64, is safe through Broken Arrow but gradually gets worse on the way to Muskogee. South of Muskogee, travel conditions can be rough. Those travelling west are advised to watch out for pedestrian gangs of "wheatbacks" that inhabit North Central Oklahoma along the Cimarron Turnpike. US 75 is mostly clear and safe all the way to the Texas border.

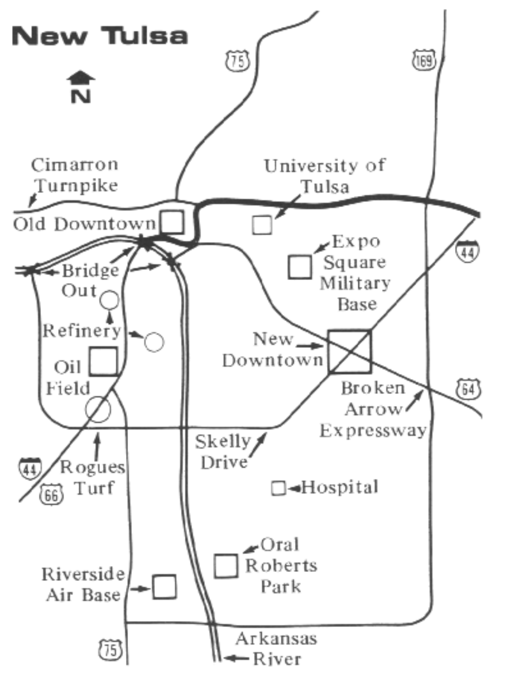
Organizations

The Tulsa Militia is headquartered at the old Expo Square. All the oil companies' private security armies are considered unified under the militia's command, but they have maintained their separate identities as well. Occasional skirmishes between private forces do happen, but the remaining militia usually steps in to keep the peace.

The Tulsa Outsiders are the largest cycle gang in the area, with the Rogues running a close second. The Outsiders claim the ruins of downtown Tulsa as their turf.

The University of Tulsa survives as a college of petroleum engineering for the region, but also offers highly-regarded programs in law enforcement and weapons engineering.

Oral Roberts University in south Tulsa



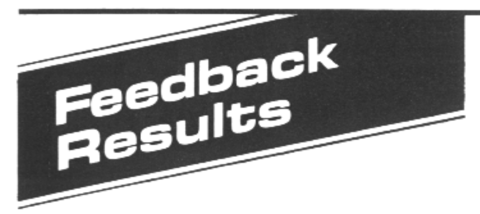
closed after the war. The facilities were purchased by local entrepreneurs who converted it into a religious amusement park. An autoduelling organization of charismatic Christians, the Holy Rollers, meets there and helps provide security.

New Tulsa Duelling

Vehicle combat is legal throughout Oklahoma except in specifically posted zones and on patrolled private property. In New Tulsa, the only significant no-duelling zones are the downtown area, the two hospitals, the refinery areas and company compounds (*heavily* patrolled), and the wealthy east-side neighborhoods.

New Tulsa's largest autoduelling group, the Friday Knights, meets at the Fraternal Order of Police lodge, and often helps the police force in emergencies. A specialty group, the exclusive Chamberlain Society, races and duels in gasoline-powered vehicles (both new and restored). These two groups, the Holy Rollers, and several smaller duelling clubs meet under the auspices of an "umbrella" organization, the Green Country Autoduel Association, a chapter in good standing of the AADA. The GCADA sponsors the weekly duelling program at New Tulsa Coliseum, located on the former site of Union High School.

Laservision 17 Sports broadcasts New Tulsa duelling action and whatever road combat their choppers can find throughout Northeast Oklahoma.



We want to thank everyone who sent in their responses to the "Mini-Feedback" in *ADQ* 2. We received a total of 94 responses by deadline date, which we feel are enough to give us a good indication of what *ADQ* readers want.

Now for the important part: the one-year subscription winner. I'm sorry to say that we don't know who it is. Well, we know who it is, but we don't know how to get hold of him.

The winning entry was signed, "The Baron." Now, before a whole bunch of you sneaky duellists write in and say, "That's me. Send me the magazines," The Baron will have to identify himself before we give the subscription away. The entry was sent to us on very distinctive stationery. If The Baron can write us and describe the stationery (sending us a copy would be even better) and tell us where his entry was postmarked from, we will gladly send him the magazines. We'll also need your real name, whoever you are.

Now on to the other stuff. The items are ranked in descending order, with the number of the original question (in *ADQ* 2) in parentheses, followed by the average rating.

Rank	*Idea*	*Rating*
1	Vehicle guide with stats (#11)	7.72
2	Scenarios without superheroes (#7)	7.71
3	Complete N.A. Road Atlas (#13)	7.53
4	Organizations book (#9)	7.40
5	National *Car Wars* tournament (#15)	6.86
6	21" x 32" grid sheets (#8)	6.77
7	Role-playing with maps and counters (#2)	6.71
8	Detailed single area guide (#12)	6.63
9	AADA patches (#3)	6.60
10	AADA window stickers (#5)	6.51
11	AADA local chapters (#14)	6.50
12	Best of *ADQ* (#10)	6.32
13	Fiction (#17)	6.16
14	Role-playing adventures (#1)	6.11
15	AADA T-shirt transfers (#4)	5.63
16	*Autoduel Champions* scenarios (#6)	5.26
17	Magic in *Car Wars* (#16)	3.43

The overall average rating of the entire lineup was 6.46, which is quite high on a 1-9 scale. This is probably not too unexpected, however, considering that the respondents are all readers of *ADQ*, and presumably already *Car Wars* fans.

Our first priority will be to get to work on those five highest-rated items. We can't set a timetable, of course, but be on the lookout for them. Number 6, the map sheets, is already out.

On the other end of the scale, it's a pretty good bet that you won't be seeing anything on "Magic in *Car Wars*." We can take a hint.

When we asked you to write down what other things you wanted to see in *ADQ*, the overwhelming favorites were "More new weapons" and "More new vehicles." We hear and obey. Look for even more new vehicles in future issues, and Uncle Albert may very well be persuaded to buy three or even four pages to show off his products in future issues.

Thanks again to everyone who took the time to answer; your input has helped us put out products that you want. That, in the long run, will keep both of us happy.



. . . The problem is that in ***Sunday Drivers*** we came up against several unrealistic situations. I control the MONDO force in Midville, and one of my men, hiding in the doorway of the jeans stall in the mall, fired at the back of a Crusader on his bike at 30-50 mph. He missed, and in the next *1/10th* of a second, the Crusader turned with his submachine gun and shot my MONDO. I cannot believe that this is possible. The reflex system in ***Car Wars*** is not capable of handling a situation like this so could you please notify me of what to do before my MONDOs get wiped out. Also, my referee has decided that one cannot shoot or aim for the Crusader himself at -3 to hit from the side when he is on his bike. On all the illustrations of bikes (i.e., the ones on the back of the plastic box in ***Sunday Drivers*** and the one on the front cover of the rules), the driver is quite exposed to gunfire from the side. If you would tell me what the rule is I would greatly appreciate it. I would like to say one more thing and that is that it seems too easy for the Crusaders to win. Please reply as my MONDOs are desperate. Any tips will be appreciated.

–Charles Tsang
London, England

While the "perform any action in 1/10th of a second" may seem unrealistic at times, the fact that only one firing action may be performed in any turn (one full second) helps balance it out. Maybe the cyclist was already leaning back, anticipating a shot from that direction. Considering that firing a hand weapon from a moving vehicle is at -3 for the driver and the MONDO was behind cover, getting hit sounds more like bad luck than anything else.

*The **Car Wars** rules give a decent chance to hit the driver from the side – 27.7 percent (see "Cycle Targeting," pg. 11). And the chance goes up if the vehicle has no weapon. Since a cycle is usually two to three times as big as the cyclist, this doesn't seem too unusual.*

As for your MONDOs – set traps (mines, spikes and oil all do wonders) and stay inside buildings and behind cover to take advantage of the additional defense they provide. Remain stationary when firing and always try to brace yourself against something. The bonuses will add up.

The helicopter rules in ***Autoduel Champions*** are going to be printed in *ADQ* or some other ***Car Wars*** supplement soon, aren't they? I do play ***Champions***, but I have no desire to play the two together. Personally, I think it's a dumb idea. And if I have to pay 10 bucks just to get those 4 or 5 pages of rules, I'm going to be very angry. (By the way, my Killer RV just got a tune-up, and Austin isn't that far away!)

–Pete Battaglioli
Fairfax, VA

*Sorry to disappoint you, Pete, but the helicopter rules will stay in **Autoduel Champions** for three reasons: 1) While some claim "ripoff" when we put the chopper rules in AC, it would be much more unethical to try to sell the exact same product twice; 2) We feel **Autoduel Champions** is a fine product in its own right and we would not dilute it by publishing parts of it elsewhere; and 3) The helicopter rules are a definite selling point that we do not want to give up. As for your Killer RV, the gunners here at the SJ Games office-bunker could always use a little more target practice.*

. . . This letter is in response to a plea for literary references. I found a paperback entitled *Car Sinister*, from Avon Books, retailing for $2.95, published in 1979. It is edited by Robert Silverberg, Martin Harry Greenberg and Joseph D. Olander. It contains 20 short stories with a man and machine genre. It includes "Devil Car," "Car Sinister," "X Marks The Pedwalk," and "Along the Scenic Route." I found my copy in a used bookstore, but it still may be possible to order it.

–John Sullivan

*Thanks for the references. We have also discovered (amazing what you can find out if you just ask the right people) that Roger Zelazny's "Last of the Wild Ones" can be found in an old issue of **OMNI** magazine. (It appeared about a year and a half ago.)*

1) Do you have to always play a campaign game, and, if not, damage doesn't count after a battle, right?

2) In order to start a good character, do you have to enter him in Amateur Night? And if he wins, does he accumulate money by entering an arena contest and winning the purse?

3) I like playing solo a lot. Is ***Car Wars*** made for that, in a way?

–Mark Teitelman

1) If you're building a vehicle just for one combat, and don't plan on ever seeing it again, it doesn't matter how banged up it gets. Same goes for people. Wounded and unconscious characters can just limp off into the sunset. If a player gets wounded in a campaign game, be sure to take time out for recuperation.

2) A character doesn't have to start with Amateur Night. He can be independently wealthy, or have a rich father, or just have scrimped and saved to build the car of his dreams. Amateur Night is a good introduction for characters who come from poor backgrounds – unemployment is very high in 2033 and money's scarce.

*3) The scenario in this issue is excellent for playing solo. You can play any other **Car Wars** set-up solo as well (arena matches, road duels), but it requires some "selective schizophrenia," playing both sides without letting either side know what the other is planning.*

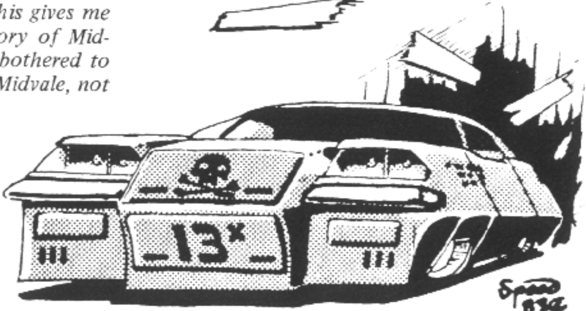
On August 20 of this year a number of members from our group, the Tuscarawas County Gaming Society, attended the Vulcon convention at the University of Akron. To make a long story short, while we were there we were able to pick up an *ADQ* number 1, and were stunned, to say the least, to find that ***Sunday Drivers***, a popular game hereabouts, was based here in Tuscarawas County.

Car Wars was introduced in our club about six months ago and has become quite popular. The ***Sunday Drivers*** game itself has been played a number of times and has given us some memorable moments. It had, however, been our opinion that this was along the lines of a generic Midville (spelled Midvale, by the way, not Midville), and we were quite surprised to find that Black Jesse, the MONDOs and all the rest were in our own backyard. It seems a little strange to have your home county as the site of a major, successful science fiction game, but most of us are rather proud of it . . .

–Frank Larkin
(for the Tuscarawas County
Gaming Society)

Thanks for your kind words. This gives me an opportunity to tell the true story of Midville, Ohio. (Yes, everybody who's bothered to write on the subject, we know it's Midvale, not Midville.)

*Midville, Ohio, was an idea in Stefan Jones' head long before he and Aaron Allston sat down to write **Sunday Drivers**. Midville continued to be just a generic, small-town America sort of place, until Aaron sat down to write the very first installment of the "North American Road Atlas and Survival Guide, 3rd ed." When looking at a map of Ohio, Aaron discovered the real live town of Midvale, in the county of Tuscarawas, not far from the bustling metropolis of New Philadelphia. Aaron took this as a sign from the gods, and no one's argued otherwise since.*



I am a ***Car Wars*** junkie. You've never seen anyone so into a game like me. If there is, I'll face them anywhere, anytime, on any road, in vehicles of their choice.

–David M. Hoover
Urbana, IL

I'm not going to argue with him, not me.

. . . I've got some outlines and diagrams for the Phoenix/Albuquerque area that with a little polish would be perfect for the Road Atlas. Can you help me with some ideas (Do I need to have a detailed map like that of Austin? How large/small should the article be?) so that I could submit it?

Lastly, there are two books I've come across that will be of immense interest to the readers. *On Wheels* by John Jakes is a novel of auto-housed clans, and *Car Sinister* is a collection of short stories (it includes "X Marks the Pedwalk" and "Along the Scenic Route" and "Devil Car"), all about cars and their owners.

–Mark Adams

Submissions need to be double-spaced, typed, and include a self-addressed stamped envelope for return. Submissions to the Road Atlas need to run about 1500 words. No fancy map is needed, but a basic sketch showing major highways, points of interest, and boundaries between safe and unfriendly territories would be good.

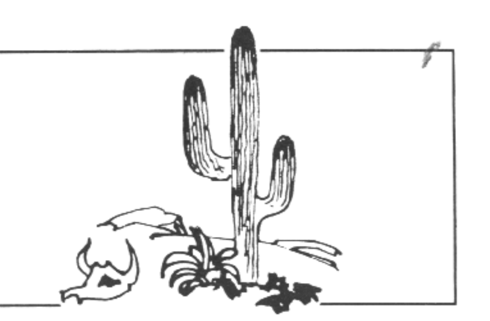
–SDH



UNCLE ALBERT'S AUTO STOP & GUNNERY SHOP

WESTERN DAYS

When men were men, and boys were boys, and women could tell the difference!



Laser Battery

You're in a showdown at High Noon, yet you hesitate to use your laser for fear of power drainage. Well, hurry on down to Uncle Albert's and buy a Laser Battery. Guaranteed for 50 shots per charge (or 25 heavy laser shots) or Full Refund! Fully Rechargeable!

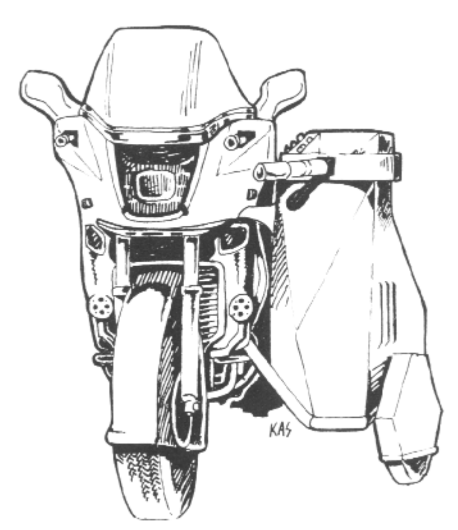
Laser Battery – Located adjacent to the power plant, has 2 DP and takes one additional space. Is destroyed just after the power plant is destroyed. If the battery is run down, a relay switch will cut in, allowing the laser to be powered by the vehicle's power plant (at the standard penalties to vehicle range). A warning light flashes on the dashboard when this happens, telling the driver the battery is dead. Weighs 100 lbs. and costs $500. A recharge costs $10 and takes two minutes.

Cycle Turret Sidecar

Sometimes a man just has to ride alone. That's when your cycle needs a Cycle Turret Sidecar (the CTS!). And Uncle Albert has two models for you to choose from:

The *Lone Ranger* – for quick trips down the block.

The *Maverick* – for longer journeys (you can never carry too many weapons!).



All sidecar turrets and cupolas may fire in a 180-degree arc from straight forward to straight back on the side that they are mounted on. Universal versions that fire upwards as well are available for an additional $1200. Turret weapons are protected by the top armor of the sidecar, but you must put at least one point of armor in the other five areas. The turret may be targeted (at -3) if the firer is in the turret's arc of fire.

Lone Ranger CTS – One-space turret sidecar. Chassis weight 250 lbs., maximum load 550 lbs. Costs $1500, armor cost/weight is 5/5. Holds one space of weaponry in turret, and one space (non-passenger) in the body.

Maverick CTS – Two-space turret sidecar. Chassis weight 450 lbs., maximum load 800 lbs. Costs $2500, armor cost/weight is 5/6. Holds two spaces of weaponry in the turret, and one non-passenger space in the body.

Six Shooter

In olden days, a man had to be quick on the draw or he didn't last long. So it is today. Don't be caught on the losing side of a shoot-out! Invest in a modern-day Six Shooter – our Multiple Fire Rocket Pod – and sit tall in the saddle.

Special – this month only! Free installation with each new Six Shooter purchased. Drive in this morning; drive out this afternoon. Only at Uncle Albert's!

Multiple Fire Rocket Pod – Firing the MFR releases 6 rockets simultaneously. Roll separately to hit with each rocket. Treat each shot as a separate attack for building breach and debris purposes, but treat it as one big attack for making the target vehicle's control roll.

To hit 9, damage 1d6 (each rocket), 3 DP (each point of damage destroys two rockets), $450, 150 lbs., 2 spaces. Must be replaced after firing, just like a heavy rocket.

Heavy Duty Flaming Oil Jet



It's happened to you before! You're in a fracas with the local bad guy, fire your flaming oil jet, and discover it can't go the distance! He rides laughing into the sunset, unscathed. How embarrassing! Well, look foolish no longer. Uncle Albert has just received a supply of Heavy Duty Flaming Oil Jets! The Heavy Dutys work the same way as your old Flaming Oil Jet, but our improved slick is four (yes, four!) times as big!

Heavy Duty Flaming Oil Jet – works as the "Artful Dodger" Flaming Oil Jet (*ADQ* 1), but produces a slick 2" x 1" (as per the Heavy Duty Oil Jet in ***Autoduel Champions***). 4 DP, $550, 60 lbs., 3 spaces, 10 shots, CPS $140, WPS 8.



When firing linked weapons that are aimed together and are not on automatic . . .

1) Must these weapons all target the same vehicle side?

2) Should I roll-to-hit once for each weapon, or only roll once for all of them?

3) Would all weapons hit the same damage location?

—Walter Langham
Kilgore, Texas

1) Yes.

2) Roll once for each weapon.

3) Roll damage and damage determination separately for each weapon.

TRUCK STOP ERRATUM

In the first printing of ***Truck Stop***, the description of the rocket platform gives the price as $150, plus $100 each for rockets. However, the standard price for heavy rockets is $200 each. Our thanks to Joseph Rittenberry, who caught this in time for us to fix it in the second printing.

REF SCREEN OMISSION

An important detail was left out of the "Vehicle Design Data" sheet included in the ***Car Wars Reference Screen***. Vans and pickup trucks have the option of buying a six-wheeled chassis; it costs an extra $100, plus the expense of the two additional tires (obviously). Further, if a van or pickup buys an Extra-Heavy chassis, it *must* be of the six-wheeled variety.

1) Are weapons swivel-mounted and aimed by rotating them or are they fixed and aimed by steering the car? (i.e., can a disabled car fire in its whole arc or only in a straight line?)

2) Can flamethrowers, paint sprays, and oil sprays operate in an overturned vehicle or are they gravity fed?

1) Weapons are swivel-mounted and can be aimed at any point in that vehicle's arc of fire for that particular side. This system is independent of the power plant, so a vehicle with a blown plant can still fire at full efficiency. Exception: A weapon on automatic acts as if it was fixed and fires straight out from whatever side the weapon was mounted on.

2) Those weapons may still operate in an overturned car. There are likely to be some penalties, however, We'll work on the problem and publish an answer soon.

Does the "Cry Baby" tear gas impair vision for drivers, gunners, etc.? Does it make a cloud like smoke screens or a transparent vapor?

A tear gas cloud acts as a smoke cloud for vision purposes.

1) May a ram plate be installed on a tractor, bus, or RV?

2) What is the effect of flaming oil on mines and spikes?

—Eric Scharf
Bellevue, Washington

1) You bet.

2) Mines are considered to be set off by pressure; therefore I imagine flaming oil would have no effect. Spikes would laugh at flaming oil.

1) Can cycles have wheelguards? Would it need two for each wheel?

2) Can choppers refuel at truck stops? Cost? Time?

3) How much back armor does the Lymestwold Grenadier have?

—Scott Stanford
Denver, Colorado

1) Cycles can't use wheelguards at this time, but Uncle Albert is working on it.

2) If the truck stop is at all interested in chopper business, then they'll make it possible. If you can maneuver the chopper to within 2" (30 feet) of the truck stop building, they can unreel a cord to you. A full charge still only takes 10 minutes, but costs $250. Assume a helicopter can travel 200 miles at 100 mph on a full charge, with the same range penalties for excessive speed as in "Convoy" (ADQ 1).

*3) Armor is, unfortunately, not the only thing we screwed up on the Lymestwold Grenadier (**ADQ** 2). For the record: The Grenadier has 20 points back armor, and the driver and two gunners all have hi-res computers. The true cost is $32,250 and the true weight is 7,195 lbs.*

When grenades are fired from a grenade launcher, do they go off in the phase they are fired or at the end of the turn like normal grenades? Can they be set on a five-second delay or not?

—Robert A. Mican

Grenades of any type fired from a launcher detonate just like regular grenades do – at the end of the turn or any subsequent turn, up to a five-second delay.

1) What happens to a cycle when it's hit from the side as a result of fragmentation damage?

2) Can a weapon on a cycle and a weapon in a sidecar be linked and aimed together?

3) If a cycle is involved in a collision, will the driver be thrown off the bike?

4) Can a cycle's power plant be placed in its sidecar?

5) How do power systems for cycles work? Are they chain or shaft drive? Or do they have motors in each wheel?

—David Saha

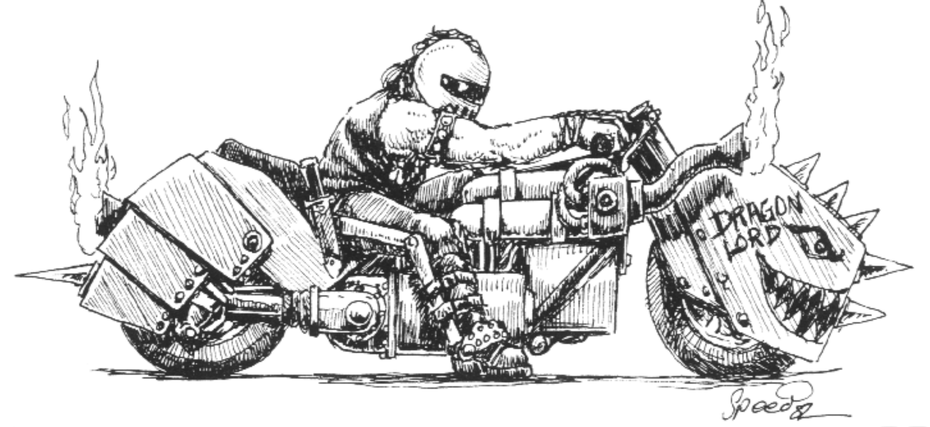
1) Vehicular components are not affected by blast damage – but tires and unprotected people (i.e., cyclists hit from the side) are.

2) Yes.

3) Cycles of 2033 are a pretty complex breed; it's assumed they have restraint systems similar to a car's seat belts that keep the driver in. However, they are designed for quick release (just like a car's) so that the driver can get off quickly if he has to.

4) No.

5) Cycles, like cars, have individual motors in each wheel that all get their power from a central power plant.



Draw Your Weapons!

Autoduel Quarterly is looking for art and artists. If you want to contribute your vision of 2033 to our magazine, we would love to see it – and we'll pay you for it!

Subject matter can be anything that fits in with autoduelling and the *Car Wars* universe – helicopters, cars, cycles, trucks and the people who drive them. Art should be black ink on plain white paper. We are looking for art we can file and use as the need arises, but we are also looking for artists who can carry out specific assignments in a good and timely fashion.

Rates are straightforward: $1 per column inch for inside art, $35 and up for covers. We'll pay more for work done on assignment. For more information or to submit work, contact Pat Mueller, art director – Steve Jackson Games, P.O. Box 18957, Austin, TX 78760.

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MANIAC Counters

